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HONGKONG, MONDAY, SEPTEMBER 8TH, 1913.

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Hongkong, 8th June, 1913. [782]

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Hongkong, 24th April, 1913. [609]

SIEN TING.

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Consultation Free.
Hongkong, 21st March, 1913. [480]

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SHOT From No. 10 to SSG. at \$6, \$7
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Inspection Invited.

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Hongkong, 17th April, 1913. [589]

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PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.		Every 15 minutes.	
7.00 a.m.	8.00 a.m.	...	10
8.00	10.00	...	15
10.00	11.00	...	15
11.00	12.45 p.m.	...	15
12.45 p.m.	1.15	...	10
1.15	1.45	...	15
1.45	2.15	...	10
2.15	5.00	...	15
5.00	8.30	...	10
NIGHT CARS.		Every 15 minutes.	
8.50 p.m.	9.00 p.m.	9.30 to 11.00 p.m.	
Every Half-Hour.			
11.00 p.m. to 11.45 p.m.			
Every Quarter-Hour.			
SUNDAYS.		Every 15 minutes.	
8.00 a.m.	10.30 a.m.	...	10
10.30	11.00	...	10
11.45	12.00 noon	...	15
12.00 noon	1.00 p.m.	...	10
1.00 p.m.	5.00	...	15
5.00	6.00	...	10
6.00	7.00	...	15
7.00	8.10	...	10
NIGHT CARS as on Week Days.			
Saturdays.			
Extra Car at 12 Midnight.			

SPECIAL CARS by arrangement at
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JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1913. [523]

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TIME TABLE TO APRIL 30TH, 1914.

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Wireless Telegraphy) as follows:—

NORTH BOUND.

1st Class Fare	Shanghai (Steamer)	Lv.	Forenoon	Mon.	Wed.	Fri.
\$ 40.00	Dairen (S.M.R. Train)	Ar.	3.20 p.m.	Mon.	Wed.	Fri.
Y 14.55	Mukden	Ar.	11.25	"	"	"
Y 11.50	Changchun	Ar.	11.50	"	"	"
R 9.60	Harbin (Russian Train)	Ar.	6.50 a.m.	Tues.	Thurs.	Sun.
	Harbin	Ar.	2.00 p.m.	"	"	"

Connecting at Harbin with { State Express from Moscow } Wagon-Lits from Moscow } State Express for St. Petersburg }

SOUTH BOUND.

	Harbin (Russian Train)	Lv.	* 10 a.m.	Mon.	Wed.	Fri.
R 9.60	Changchun	Ar.	* 6.30	"	"	"
Y 11.50	Mukden (S.M.R. Train)	Ar.	7.00	"	"	"
Y 14.55	Dairen	Ar.	1.50 p.m.	"	"	"
Y 40.00	Shanghai	Ar.	10.20	"	Thurs.	Sat.
	Shanghai	Ar.	Forenoon	"	Sat.	Mon.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
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THE "SAKAKI MARU." This vessel, which leaves Shanghai every Monday
and connects with the Wagon-Lits service on the Trans-Siberian Railway, is a new Turbine
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Second-Class, and 164 Third-Class. First voyage from Shanghai, August 18th.

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London to Tokyo in 13 1/3 days, Peking to Tokyo in 4 1/2 days.

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[261]

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The Cottage in the China, by Headon	1.75	The Head Lad, by Nat Gould	80
The Hoar Glass Mystery, by Headon	1.75	Penny Meares, by H. W. C. Newts	80
Brave Brigands, by May Wynne	1.75	Pale Amethyst, by N. Gascoigne	80
The Second Chance, by Paul Trout	1.75	Boy, by Marie Corelli	80
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Large Selection of New Sixpenny Novels		4 for \$1.00	

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Le Grand Chic	\$ 5.00
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3 Dry Docks { No. 1	510 ft.	77 ft.	26 ft.
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The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

28th May, 1913. [720]

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Bedrooms with European Bath and
Lavatory attached.
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A LA CARTE GRIEL-ROOM.
J. H. TAGGART, Manager.

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Central Position for Tram and Ferry.

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ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
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is now luxuriously furnished and up-to-date
in every respect, situated in the most central
position. Large and Airy Rooms, Hot, Cold,
and Shower Baths. Electric Light Throughout
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Private and Public Bars and Billiard Rooms,
Cuisine ENTIRELY UNDER EURO-
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PRIVATE HOTEL.

STANDING in its own grounds, with
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SITUATED ON THE BRITISH CONCESSION.

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GUIDES AND CHAIRS PROVIDED.
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Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
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Hongkong, 16th April, 1913. [554]

TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE MURDER OF JAPANESE AT NANKING.

JAPANESE GOVERNMENT FORMULATING DEMANDS.

Tokyo, September 5th.

A message has been received by the Navy Department stating that the Northern troops, especially Chang Hsun's troops, were utterly undisciplined.

The entire forces ransacked Nanking, assaulting women and looting Japanese stores.

Hospitals flying the Japanese Red Cross flag also suffered. A party of Japanese going to the Japanese Consulate seeking refuge and carrying a Japanese flag were attacked by Chang's troops and three were killed. Others were killed in another part of the city, where the Japanese flag was insulted. Several Japanese are also missing.

The *Jiji*, quoting a statement by a Foreign Office official, characterizes the affair as grave. The Japanese Government on September 3rd instructed Mr. Yamaza, the Ambassador at Peking, to notify the Chinese Government and request strict protection of Japanese lives and property.

There are no foreigners at Nanking other than Japanese.

[The foregoing telegram, which was published in our Shipping Extra on Saturday, was received from our Tokyo correspondent in response to a telegraphic inquiry as to the nature of the reports received in Japan relating to the alleged massacre of Japanese at Nanking.]

Tokyo, September 7th.

The Government announces that troops will not be despatched to China.

A party of marines is now protecting the Japanese Colony at Nanking.

The Government is formulating demands respecting the murders at Nanking, and also with regard to an insult offered to two Japanese officers, Lieut. Nishimura and Captain Kawanishi.

An official telegram received at the Navy Department says that General Chang has ordered forty men to be shot at Nanking for plundering, but Japanese property is still being looted.

General Peng entered Nanking on the 4th instant, and his troops are punishing Chang's men who have been found looting.

A body of Chinese bluejackets is protecting Japanese subjects.

JAPANESE OFFICIAL ASSASSINATED.

Tokyo, September 7th.

Mr. Moritaro Abe, Director of the Political Bureau of the Foreign Office, was attacked by two assassins while entering his residence on Friday evening after returning from Shimbashi, where he had been to welcome Mr. Ijima, late ambassador at Peking.

Mr. Abe died on Saturday morning.

He made a gallant attempt to capture his assassins, but fell exhausted.

Mr. Abe's views on the Government's China policy are supposed to have prompted the deed.

ANOTHER HURRICANE IN AMERICA.

COAST TOWNS DESOLATED AND CROPS DESTROYED.

London, September 6th.

The coast of North Carolina has been desolated by a hurricane.

Towns have been demolished, docks, and shipping destroyed, and the crops are virtually a total loss.

It is feared that many people have been killed on Coraco Island.

HEAVY RAINFALL IN NEW YORK.

UNPRECEDENTED DISLOCATION OF TRAFFIC.

New York, September 6th.

The heaviest rainfall for the past decade has caused unprecedented dislocation of traffic. The subways are three feet under water.

BIG FIRE IN ARKANSAS.

2,000 PEOPLE HOMELESS.

Hot Springs, September 7th.

A message from Hot Springs, Arkansas, says that a great fire, a mile long and ten block wide, has swept the eastern section of the city, destroying factories, hotels, residences and public buildings, and rendering 2,000 people homeless.

Dynamite was used to prevent the spread of the fire, but it was useless, as the flames jumped from building to building.

The damage was enormous, and special police were engaged to prevent looting. Troops arrive to-day to patrol the city.

AMERICA'S TARIFF LAWS.

ANTI-CANADIAN RETALIATORY FEATURES REMOVED.

Washington, September 7th.

The countervailing duty on wood pulp has been eliminated from the Tariff Bill by the Senate's Finance Committee, which has presented amendments under which all Anti-Canadian retaliatory features have been removed.

THE SAN FRANCISCO EXHIBITION.

Washington, September 6th.

The Administration is sounding Mr. Roosevelt with a view to his visiting England, France, Germany and other European countries to endeavour to induce them to participate in the San Francisco Exhibition.

THE THAW CASE.

PROSECUTING COUNSEL ARRESTED FOR GAMBLING.

London, September 6th.

A message from Continook states that the famous United States Counsel, Mr. W. T. Jerome, who is representing the New York State against Harry Thaw, has been arrested on a charge of gambling.

Thaw's lawyers disclaim all knowledge of the matter. The arrest is generally attributed to the townspeople's ill-feeling towards Mr. Jerome. A townsman lodged the complaint.

The accusation against Mr. Jerome is that he was playing a penny card game on railway premises with journalists while waiting for the hearing of the case. He was locked in a small cell, while the crowd outside made a demonstration, and he was eventually bailed out in \$300.

The Thaw case is at once bewildering and comical. It is stated in New York that a Judge at Montreal has issued a writ of Habeas Corpus requiring the immediate production of Thaw at Montreal.

LATER.

Mr. Jerome has slipped quietly across the border into the United States, and has failed to surrender to his bail.

Counsel pleaded that he was unavoidably detained, and the case was adjourned.

THE AMERICA CUP.

ANOTHER CANDIDATE FOR A COVETED PRIZE.

New York, September 7th.

Mr. Herreshoff is building a seventy feet all-steel sloop, which will be entered as a candidate to defend the America Cup.

CONCERT IN THE THEATRE ROYAL.

The concert and variety entertainment, the proceeds from which will go to augment the building fund of the Diocesan Girls' School, took place on Saturday evening in the Theatre Royal. The entertainment, which was promoted by Mrs. Montagu Harston, assisted by others interested in the above-mentioned educational institution, was a pronounced success and went through without a hitch from start to finish. As was anticipated, there was a crowded house and the efforts of the talented local artists who gave their services and acquitted themselves excellently were rewarded with unstinted applause. The first part of the programme, which must be characterised as the "Concert" portion, opened with a very spirited rendering of Rossini's overture "Tancredi" by the orchestra of the 2nd Bn. D.C.L.L., whose services were available by kind permission of Major Dickinson and the other officers of the Battalion. This was followed by various items, vocal and instrumental, pre-eminently among them being Mrs. Hogg's artistic interpretation of the "Slave Song" (Riego). Mrs. Hogg was in excellent voice and was deservedly encored. Mr. C. P. Hay delighted the audience with his rendering of Liszt's "Mephistopheles" when young, his pleasing baritone voice being heard to good effect. Of the instrumentalists Miss Huskyn secured a success with her piano solo "Liebestraum" (Liszt), and was recalled. Mr. Denman Fuller was also prominent, his contribution being a piano and orchestra adaptation of Mendelssohn's Concerto in G minor. Mr. Denman Fuller's execution of the piano was masterly, but the intricacies of the piece taxed the abilities of the orchestra to the uttermost. A Gavotte for piano and two violins by Mrs. Aubrey, Mrs. Murray Scott and Miss Orr also evoked unstinted applause.

The second portion of the programme was of the nature of a variety entertainment and was a huge success. Mrs. Hunter, in costume, sang two Spanish songs accompanying herself on the bandora. Her naïveté was irresistible and charmed the house. Miss Lilian White also sang very sweetly and had to respond to an encore. The other items were all excellently rendered, including Mr. West's Living Marionettes, whose antics convulsed the audience. The colour schemes were a noticeable feature during the second half of the performance and evidenced artistic originality. The whole entertainment was of a distinctly high order and deservedly successful.

At the conclusion of the first part of the programme, Bishop Lander, on behalf of the Committee of the Diocesan Girls' School, thanked those who had been instrumental in arranging the entertainment, especially endorsing the services of Mr. Denman Fuller and Mrs. Montagu Harston. The latter had been indefatigable in her efforts to bring the concert to a successful issue. Mrs. Harston was then presented with a magnificent bouquet and gracefully bowed her acknowledgments.

GOVERNMENT REVENUE IN THE PHILIPPINES.

The Philippine Government collects as internal revenue one-third of 1 per cent. of the gross business done by merchants and manufacturers in the Islands. The fiscal year ending June 30th, 1909, was the last before the opening of free trade with the United States. The figures for the four subsequent years therefore show the resulting stimulus to business.

The gross business on which the percentage tax was collected in 1909 was P380,000,000. The increases over that year have been—

Increase over 1909. Percentage of increase

Year. 1910..... P 76,000,000..... 20.0

1911..... 152,000,000..... 40.0

1912..... 198,000,000..... 50.5

1913..... 292,000,000..... 76.8

P712,000,000

The Tin Hing Engineering Co., Ltd., and the Shanghai Transport Co., Ltd., have been struck off the register of companies.

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SUPREME COURT.

Saturday, September 6th.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR W. REES DAVIES (CHIEF JUSTICE).

CLERK ADJUDICATED BANKRUPT.

A Chinese clerk named Tam Tak Pui appeared for public examination, which was conducted by the Official Receiver (Mr. H. A. Nesbit). Debtor said his liabilities amounted to \$1,000, and attributed his failure to two years' illness and to \$175, which he owed as security for a friend. To pay his doctor and the amount he guaranteed, he borrowed \$1,300 from moneylenders at the rate of 7 cents per dollar per month. He received a salary of \$30 monthly, and had to support a wife and two children, but in this his father, with whom he lived, assisted him. He had agreed to pay \$10 monthly for the benefit of his creditors.

The examination was closed, debtor was adjudicated bankrupt, and the Official Receiver was appointed trustee.

SEAMAN IN DIFFICULTIES.

Pai Tsoi Chan, a junk master, appeared for public examination. He told the Court that he lost his junk in a storm a few years ago, and that he borrowed money to build another. Business prospered in the beginning, but subsequently he lost heavily, and owing to pressure of creditors he was compelled to sell his junk. His liabilities amounted to about \$8,500 and he had no work, but was living on the charity of friends and relatives.

The examination was closed, and the judgment creditor, who was represented by Mr. P. Sydenham Dixon (of Messrs. Wilkinson & Grist) was allowed \$110 out of the assets for protecting the estate.

THE GOVERNOR-GENERALSHIP OF THE PHILIPPINE ISLANDS.

MR. FORBES' FAREWELL.

Mr. W. Cameron Forbes issued the following proclamation in the Philippine Islands last week:—

I hereby announce that to-day I retire from office under the Government of the United States of America in the Philippine Islands, my resignation as Governor-General having been accepted by the President of the United States, effective September 1st, 1913.

The Honourable Francis Burton Harrison, of New York, has been named my successor. Mr. Harrison will take the oath of office in the United States and become Governor-General of the Philippine Islands on September 2nd, 1913.

Beginning to-morrow the Honourable Newton W. Gilbert, Vice-Governor, will take on the duties of Acting Governor-General.

In this, my last official announcement, I desire to express to the members of the Philippine Commission, to the Speaker and members of the Philippine Assembly, to the Judiciary, to the Commanding General and the officers of the army and navy, to the Directors of Bureaux and those serving with them, to the Provincial Governors, their associates and subordinates, to the officers and employees of the City of Manila and other Municipal Governments, and to the people of the Philippine Islands, both in public and private life, my deep appreciation of their support and co-operation, to which is due whatever of progress and of accomplishment there may have been during my administration.

My intimate association with the Philippine people and their problems during nine years has filled me with confidence for their future prosperous development, and I retire filled with faith in their continued loyalty and helpfulness to the Government of the Philippine Islands. I bespeak for my successor the same measure of support that I have received.

THE "NIPPON" RELEASED.

An agreement as to a reward for salvage has been reached between Erlanger and Galingier of Manila and the owners of the steamer *Nippon*, and as a result Judge Crossfield has dismissed the suit of Erlanger and Galingier and ordered the *Nippon* to be released from attachment.

The amount of 160,000 pesos, realized from the sale of the *Nippon's* cargo, is held by the insular collector of customs pending the orders of the court. 150,000 pesos, it is believed, is the amount paid by the owners of the *Nippon* for saving the stranded vessel.—*Cablenews*.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHITIS, CATARRH, ASTHMA, &c., which has been recognised unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

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S. J. BETINES & CO.

TIENTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD.

SHANGHAI.



[39]

RANDOM REFLECTIONS.

As the typhoon signals were up for two whole days at the end of last week, this has been one of the principal topics of conversation in a deadly dull week. For a second time this season the need has been emphasised of that wireless station on the Pratas, promised by the Chinese Government, about six years ago, for the purpose of reporting the course of typhoons: but I suppose the British authorities fear to press the matter lest the Chinese Government should reply that it is patiently awaiting the fulfilment of the British Government's pledge to provide a wireless station at Hongkong. One is able to recognise that there may be difficulties requiring prolonged discussion and consideration in connection with the Imperial wireless chain system, but why this intolerable delay in providing so important a shipping centre as Hongkong with the long-promised medium-range station? An illustration of its need has been furnished by the Pacific mail steamer *Persia* this week, which had to run south, in crossing from Manila, to get out of the possible track of the typhoon, and she was only able to inform the Hongkong agent by wireless to Manila and having the message forwarded from there by submarine cable. *Verily* sup.

Now that the old Clock Tower has been entirely demolished, I am reminded of a letter which appeared in the *Daily Press* some months ago suggesting the simultaneous removal of the trees in Pedder Street. While the Tower stood, it seemed sacrilege almost to remove them, but now that the Tower is demolished the need for the removal of these straggling trees is very evident.

This reference to a matter that perhaps falls within the province of the Public Works Department, reminds me that I owe the Department an apology which I hasten with all humility to make. A fortnight ago I remarked on the damage done to the Praya by the sea during the typhoon which came so near to the Colony, and I lamented that the Department appeared to be repairing the road in the same old and inefficient way, notwithstanding the fact that the superiority of the tar macadam process had been plainly demonstrated by the perfect condition of the section of the Praya in front of the Post Office, while the remainder of the thoroughfare over its entire length had been rendered almost unfit for traffic. It so happens that it was unjust to say in this connection that "experience counted for nothing with the Department, for I subsequently learnt that on the very day my note was printed several tons of tar macadam material was seen on the Praya ready for laying, and this material must have taken some few days to prepare. Therefore the decision to surface the road with tar macadam must have been reached before my note was printed. Hence my apology. I refrain from mentioning a few other roads that need similar treatment, lest I should find to-morrow or the next day that my suggestions have been anticipated by an alert Department.

It has frequently seemed to me lately that our Magistrates, in view of the state of lawlessness prevailing in the neighbouring province, might show a little more discrimination in dealing with Chinese who are brought before them on a charge of being in possession of arms without a permit. A fine of \$250 is invariably imposed. In the great majority of cases it is right that the Magistrates should "learn 'em a lesson" by imposing the maximum penalty, but it seems rather hard on the returned emigrant, who comes from Australia, Canada, the United States, or the "Countries of the Southern Seas," with all his savings stowed away in his waist-belt and a revolver in his pocket for their protection. There was a case the other day of a Chinese returning from Australia with 300 sovereigns in his belt. He was passing through Hongkong to his native country—"Canton side more far"—and he had been advised that the place was over-run with robbers. That seems to be true of scores of places. In many parts of Kwangtung every second man appears to be armed, and it is distinctly rough on the emigrant returning to China with all his wealth concealed on his person to be haled before the Magistrate as he passes through Hongkong, mulcted in \$250, and then required to forfeit his revolver and ammunition in addition.

An amusing little incident of the warfare in the North has been chronicled by a Shanghai contemporary. All the Chinese rebels wore on their chests white cloth badges with the name of their regiment and a chip. These were affixed usually by means of safety pins, but an observant foreigner noticed a cavalry officer sporting a gold brooch with Roman letters on it. There is no earthly reason why an officer should not indulge in a foreign brooch when safety pins serve the rank and file. Unhappily this officer knew not a word of English. Had he done so he would have consigned the brooch to the nearest pawnshop. It was a beautiful specimen of the goldsmith's art, and admirably lettered, but the inscription it bore was "Baby."

RODERICK RANDOM.

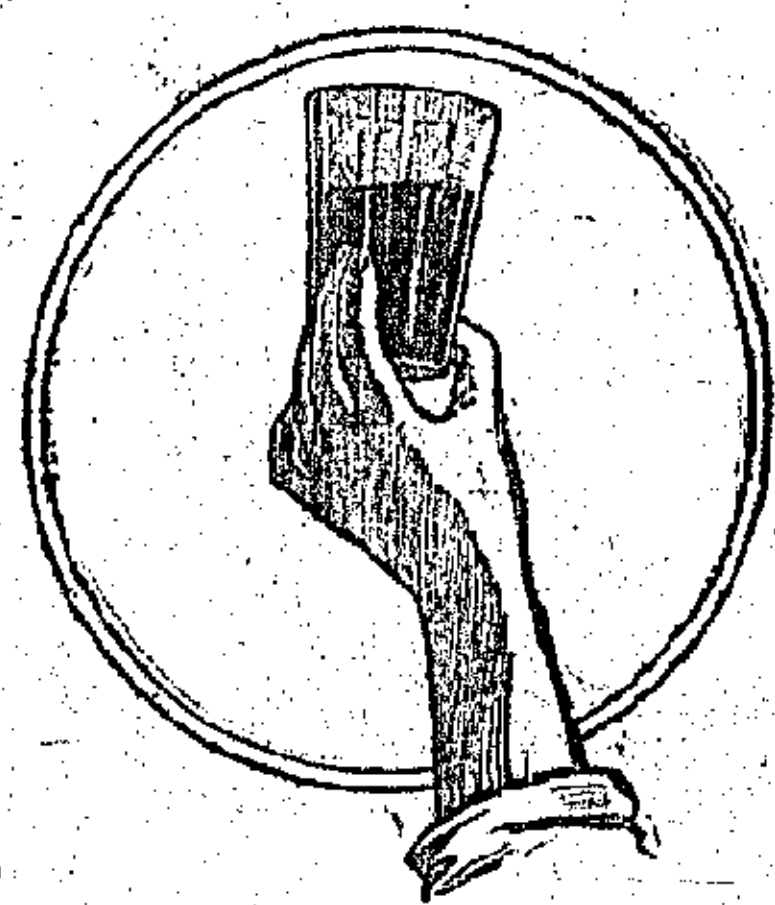
CIVIL SERVANTS AND LOCAL BUSINESS ENTERPRISES.

The Gazette notifies that the Pension Minute dated January 1st, 1912, published on pages 4 to 15 of the Regulations of Hongkong, 1910, has been amended by the addition of the following clause:—

"If any person to whom a pension has been granted under this Ordinance becomes, on his final retirement from the service of the Colony, either a Director of any Company the principal part of whose business is in any way directly concerned with the Colony, or an officer or a servant employed in the Colony by any such Company, without in every such case the permission of the Governor in writing first had and obtained, then in every such case it shall be lawful for the Governor, with the approval of the Secretary of State, to direct that such pension shall forthwith cease: provided always that it shall be lawful for the Secretary of State, on being satisfied that the person in respect of whose pension any such direction shall have been given has ceased to be a Director of such Company or to be employed as an officer or servant of such Company in the Colony, as the case may be, to give directions for the restoration of such pension, with retrospective effect, if he shall see fit, to such a date as he shall specify."

INTIMATIONS

THE BEST THE BREWER'S BREW



GUINNESS'S "WHEEL" BRAND STOUT.

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14, QUEEN'S ROAD CENTRAL.

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[41]

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BRANDY.

Finest very old **BROWN BRANDY** Guaranteed 25 years' age, in wood. The finest liqueur **BRANDY** on the market.

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ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Cable: A.B.O. 5th Ed. Lieber. P.O. Box, 84. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 8th, 1913.

It is remarkable with what steady persistence the idea of a tunnel beneath Dover and Calais has been kept alive in England. Despite the strongest official discouragement, at any rate during the past thirty years, interest in the project has been stimulated recently by an important announcement by the Prime Minister, who told a deputation which waited upon him that the Channel Tunnel project has been under consideration recently by the Government, who have been in communication with the Admiralty and War Office and other Departments in regard to it. His Majesty's Ministers are reviewing existing conditions, said Mr. Asquith, in effect, in order that the Committee of National Defence may be consulted as to the advisability of constructing the Channel Tunnel. The question is one which has had a very remarkable history. The first serious proposal to construct a tunnel beneath the Straits of Dover came, we believe, from a Frenchman as far back as 1802. There have been schemes since not only for a tunnel but for a Channel bridge and also for a tubular railway along the bed of the sea. Mr. Asquith, when he met last month a deputation from a Committee of Members of Parliament in favour of a Channel Tunnel, recalled the fact that in the early days of this project it was favoured by both the French and the English Governments. As far back as

1874 the British Foreign Office approved of the idea. Mr. Asquith went on to say: "It was only early in the 'eighties, when the military and strategic aspects of the matter came to be gone into, that doubts were entertained, and that finally he thought in 1883—largely in consequence of the report of a Joint Committee of both Houses, presided over by Lord Lansdowne, the Government of that day, represented by Mr. Chamberlain, then President of the Board of Trade, came to the conclusion that the interests of this country would not be promoted but might be seriously hazarded by the carrying out of any such scheme. Their opinion was very largely founded on military considerations, and among other authorities, upon the great authority—there had been no greater in our time on military matters—of Lord Wolseley, who from first to last was a most determined opponent of any project for a Channel Tunnel, on the ground that it would destroy the insular security of this country." From that time the scheme has been resolutely opposed by every Government. Bills for sanctioning the Tunnel were rejected on the motion of the Government almost in every year from 1883 to 1894. The last division was taken at the instance of Sir Michael Hicks Beach in 1890, when the Bill was rejected; and in the following years, from 1891 to 1894, it was either rejected or withdrawn without any division at all. Finally the late Sir Henry Campbell-Barnes, after the matter had been considered by the Committee of Defence, in March, 1907, announced the decision of his Government, which was in accordance with the action which had been taken by all his predecessors for nearly twenty-five years. Hence Mr. Asquith told the deputation that the Government could not lightly undertake to reverse the considered decision of their predecessors for a quarter of a century. Mr. Asquith agreed that there are now facts to be considered now. "One of them, perhaps the most hopeful and in some ways the most important," he said, "is the establishment on a solid, and I hope unshakable, basis of friendly relations with France, who was of course, the potential enemy—in the apprehensions of Lord Wolseley and those who adopted his view—whose power of offence or aggression would or might be assisted by the construction of the Tunnel. The possibility of such an enmity has faded away through the excellent and growingly cordial relations which ever since the Agreement of 1904 we have continued to maintain with our friends on the other side of the Channel. There are, again, other new factors in relation to the progress of naval and military warfare and to the distribution and character of our resources in food supply which undoubtedly deserve consideration." It would seem that there is more hope for the scheme now than there ever was. Costly though the undertaking will be, no difficulty is anticipated in getting the necessary capital. It is estimated that the Tunnel will cost £16,000,000 to construct, but there is Mr. Lionel de Rothschild's written authority for the statement that "the money can be quite easily found for the Tunnel." There are many who consider that an exaggerated importance has been attached to the view that the making of the tunnel would destroy England's strategic safety. Their view is represented by Mr. T. P. O'Connor in these terms: "All the objections which have been raised from the point of view of national safety I regard as perfectly ridiculous. As I understand it, a pound of dynamite could always make the Tunnel impassable to any invader. An invading army which got into the Tunnel, even if that were possible, would be seeking the best and quickest way of having itself mown down." Such possibilities as these can hardly have been overlooked in the consideration of the question by the responsible authorities in the past, and we must conclude that this argument is not quite so convincing to military experts as it appears to the layman. Mr. Asquith has made it clear that the Government's approval of the enterprise is dependent upon the verdict of the Committee of Imperial Defence as to whether existing conditions are such as justify a reversal of the decision so persistently adhered to by successive Governments during the past thirty years. It is interesting to learn that the subject has been engaging the attention of the Government for some time past, and presumably the public will not have long to wait for news of the result of the Government's deliberations on this interesting question.

The French Convent school re-opens to-day.

Shankwan is soon to be lighted by electricity. Tenders are being called for the work.

It is notified in the *Government Gazette* that J. A. Bullin, sanitary inspector, has been dismissed from the Government service by direction of the Secretary of State.

Fifteen steamers were at Amoy on Saturday morning, having put in there to avoid the centre of the typhoon, which entered the coast midway between that port and Swatow.

A Chinese school-boy, aged 11 years, residing at 54, Chatham Road, was accidentally drowned while bathing and gathering shell-fish on the Praya of the Kowloon Engineering Wharves at Hungshom.

The Hon. Mr. Cameron Forbes, who has just resigned the Governor-Generalship of the Philippine Islands, and is returning to the United States, arrived in Hongkong from Manila on Saturday by the *Peruvia*.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. Lau Chi Pak, provisionally and subject to His Majesty's pleasure, to be an Unofficial Member of the Legislative Council during the absence on leave of Sir Kai Ho Kai, Kt., M.B., C.M.G.

A shop-keeper, at 19, Canton Road, Kowloon, has reported to the police that about three o'clock on Saturday morning he was awakened by his foki shouting "Thieves." He got up and found the back door had been broken open, while the safe, in which there was some money, was missing. He went out and saw a number of Indians bearing the safe away. He raised an alarm, and the Indians ran away to the barracks. The safe and the money were recovered.

The Colonial Treasurer's financial statement for the month of June shows that the balance of assets and liabilities on May 31st was \$2,749,101.86, and the revenue derived during June was \$683,551.57, making a total of \$3,432,653.43. Deducting the expenditure for June, which amounted to \$639,545.40, the balance stands at \$2,793,108.03. The statement of assets and liabilities shows that the total assets stand at \$5,789,952.58, while the total liabilities amount to \$2,996,844.55.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st August, 1913, as certified by the managers of the respective Banks are as follows:—

Banks	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia, and China	\$ 6,840,267	\$ 5,000,000
Hongkong and Shanghai Banking Corporation	21,473,694	15,000,000
Mercantile Bank of India, Ltd.	855,601	252,000
Total	\$29,169,562	\$20,252,000

THE MAGISTRACY.

LURKON CONVICTED OF ACCEPTING BRIBES.
The Chinese constable who was charged with accepting two bribes of \$10 each from two men who had knives in their possession on board the s.s. *Harman*, was fined \$100 or six weeks' hard labour on each count.

OPIMUM CASE TO BE RE-HEARD.
Mr. C. F. Mason, from the office of Mr. F. X. d'Almeida, applied to Mr. Orme on Saturday for the re-hearing of a case in which a Chinese was fined \$80 for being in possession of opium dross. He stated that he could prove that the opium did not belong to his client, and he would endeavour to call the real owner of the opium. The application was granted, and the case fixed for Tuesday.

CHARGE OF OBSTRUCTION DISMISSED.
Messrs. Gande, Price & Co. were summoned before Mr. Hazeldan on Saturday for allowing a truck to cause an obstruction at Wanchai. Mr. C. Bond, who attended in answer to the summons, explained that the obstruction was unavoidable. As the men were bringing spirits and mineral waters on a truck from Wanchai, a lemonade bottle burst and cut a coolie about the hands very severely. He had to go to a Chinese medicine shop to be bandaged, and while he was away an Indian constable came along, and a summons for obstruction was taken out. His Worship dismissed the case.

TROUBLESOME CHAIR COOLIES.
Mr. A. H. Hollingsworth, of the Public Works Department, charged three chair coolies before Mr. Orme with obstruction by "rushing" with their chairs. Complainant stated that in Ice House Street, between Queen's Road and Des Vœux Road, he was obstructed in his passage by chair coolies, who rushed at him and solicited hire. Feeling that it was a case where the men should be prosecuted, he chased them into Des Vœux Road and there took their numbers. Inspector Withers said that he had had a lot of complaints of this sort of thing, and it was difficult to get Europeans to come to Court and prosecute, as they would have to leave their business to do so. Mr. Hollingsworth added that he was a lightweight, and the chair coolies rather "made a set at him." (Laughter.) Heavy people they usually let alone. The coolies were fined \$6, \$5, and \$3 respectively.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE RAILWAY SMASH IN ENGLAND.

ATTRIBUTED TO INFERIOR COAL.

LONDON, September 6th.

At the inquiry into the railway disaster at Aigill, the engine-driver of the Glasgow express gave evidence to the effect that he was unable to surmount the gradient owing to the inferior quality of the coal. He believed that such stoppages were frequent. He had asked for a pilot engine, but was refused.

The fireman also attributed the stoppage to the smallness of the coal.

The Board of Trade Inspector made the inquiry public in deference to a general demand to this effect.

The General Manager of the Midland Railway attended in order to urge that the proceedings should be fully reported. He expressed the utmost sympathy with the sufferers.

Mr. George Lindsay, the London stockbroker who was seriously injured in the accident, has succumbed.

There are now 17 dead in the Aigill disaster.

Sir Arthur Douglas has succumbed. The driver of the second train gave evidence at the inquiry. He said he went round oiling the engine when the critical signals were passed, and thought the distant signal was hoisted before Mallerstang was clear, but was not quite certain. Unfortunately, he did not look a second time as he usually did.

The fireman admitted that he did not tell the driver that he was not watching the signals.

Both men dwelt on the trouble experienced in firing the engine owing to the smallness of the coal.

The Board of Trade Inspector complimented both the driver and the fireman on the straightforward manner in which they gave their evidence.

ENGLISH ENGINEERING FIRM'S TRIUMPH.

VALUABLE OIL CONCESSIONS SECURED IN ECUADOR.

LONDON, September 6th.

The *Standard* says that Lord Murray, formerly the Master of Elibank (Chief Liberal Whip), acting on behalf of Messrs. Pearson, has secured a triumph over American and Dutch rivals by obtaining valuable concessions to work the oil fields in Ecuador in return for building railways, roads, etc. The concession will probably involve an expenditure of £10,000,000 over a period of ten years.

ECHO OF THE JOHANNESBURG RIOTS.

GOVERNMENT ACTION CONDEMNED.

JOHANNESBURG, September 7th.

A labour meeting held in the market square was attended by several thousand people, and a resolution was carried expressing disgust at the action of the authorities in attempting to suppress the established rights of the people and free speech.

Violent speeches were delivered, in which the Government was called "a dirty, stinking, gigantic scab agency."

CARTRIDGES IN THE POST.

SORTER KILLED AND SEVERAL INJURED BY EXPLOSION.

LONDON, September 7th.

A sorter was killed and several injured by the explosion at Manchester of a parcel supposed to contain cartridges for starting races at the Sports.

SUFFRAGETTES FIRE DULWICH COLLEGE.

LONDON, September 6th.

Suffragettes set fire to Dulwich College. The Fire Brigade, however, was on the scene most promptly, and only £300 damage was done.

DROWNING DISASTER IN INDIA.

SMILTA, September 7th.

A party of 150 were crossing the tributary of the River Beas, in the Hoshiarpur district, en route to a fair, when a spate drowned the whole party.

[THROUGH REUTER'S AGENCY.]

THE DUBLIN STRIKE.

LONDON, September 7th.

The situation at Dublin continues to be unsatisfactory.

THE PAINTERS' STRIKES IN LONDON.

LONDON, September 7th.

The Strike Committee declined to allow painters to complete work at St. Mary's Hospital, Paddington, thus causing the exclusion of 80 patients.

THE RAILWAY DISPUTES.

LONDON, September 6th.

All goods traffic by the London and North-Western Railway is stopped, owing to the men refusing to handle the traffic.

LATER.

The London and North-Western Railway has conceded an advance of two shillings to platelayers in the Liverpool district who declined to perform special work, like fogging.

BRITISH TRADE RETURNS.

LONDON, September 7th.

The trade returns for August show a decrease in imports of £3,683,752, and an increase in exports of £332,008.

The principal decreases in imports are on food, drink, tobacco and raw materials which show a decline of £441,000, while the decline on wool is placed at £429,000.

Cotton exports and new ships have increased by £2,246,596.

The largest decline on exports is £25,000 on cotton goods.

MR. BALFOUR ON THE HOME RULE QUESTION.

LONDON, September 7th.

Mr. Balfour, in a speech at Haddington, said the Government could appeal to the country before passing Home Rule, or it could appeal after it became law but before it came into operation. A rumour indicated that the Government favoured the second course, but Mr. Balfour said he would not believe until he was forced to, that the Government was capable of such an act of gross political immorality.

THE M.C.C. TEAM FOR SOUTH AFRICA.

LONDON, September 7th.

The English cricketers selected up to the present to represent the M.C.C. in South Africa, who sail on the 16th October, are as follows:—

J. W. H. T. Douglas (Essex), Captain.
M. C. Bird (Surrey).
D. C. Robinson (Gloucestershire).
Hon. L. H. Tennyson (Hampshire).
Woolley (Kent).
Mead (Hampshire).
J. W. Hearne (Middlesex).
A. E. Relf (Sussex).
Barnes (Staffordshire).

This is regarded as a splendid team, and gives universal satisfaction.

HOME CRICKET.

LONDON, September 7th.

The Gentlemen defeated the Players at Scarborough by six runs.

HOME RACING.

THE PRINCE EDWARD HANDICAP.

LONDON, September 7th.

The result of the Prince Edward Handicap was:—

At Last 1
King Midas 2
Himan 3

The betting was 11 to 8 against At Last; 9 to 12 against King Midas; and 100 to 12 against Himan. There were eight starters. Two lengths separated the first and second horses, while a head separated the second and third.

OBITUARY.

The death is announced of the Rev. James Orr, M.A., B.D., D.D. (Glasgow), Professor of Apologetics and Theology at the Theological College of the United Free Church, Glasgow, since 1901.

[The deceased took a leading part in the negotiations for union between the Free and U.P. Churches. He has been a prolific writer on theological questions, his latest publication being "Sin as a Problem of Today," which was issued in 1910.]

[THROUGH REUTER'S AGENCY.]

ITALIAN FEELING AGAINST AUSTRIA.

VISIT OF ITALIAN FOREIGN MINISTER TO VIENNA POSTPONED.

ROME, September 7th.

It transpires that as a result of the dissatisfaction caused in Italy by Ordinances dismissing foreigners from the service of the Municipality at Trieste, which is supposed to be directed against Italians, the proposed visit of the Italian Foreign Minister, Marchese A. Di San Giuliano, to Vienna, has been postponed.

According to the Italian Press, the Ambassador at Vienna frankly told Count Berchtold that the Foreign Minister could not at present fulfil the engagement, which would certainly irritate Italian opinion.

GERMAN ARMY MANOEUVRES.

GERMAN ROYAL FAMILY IN BERLIN.

BERLIN, September 7th.

The King of Greece, accompanied by the Queen and the Crown Prince, have arrived to attend the army manoeuvres.

They were welcomed by the Kaiser and the German Princes, and drove to Potsdam.

The chiefs of staff and general staffs of the Austrian and Italian armies will also attend the manoeuvres.

THE KRUPP SCANDAL.

CHARGES AGAINST FORMER DIRECTORS.

LONDON, September 6th.

Following the trial last month of German officers for supplying Krupp's with secret information regarding the plans and intentions of the Ordnance Department and the tenders of other firms, the State is now prosecuting Herr Brandt, head of Krupp's Berlin office, and two former Directors of Krupp's for alleged bribery of an official to betray military secrets.

MAD TEACHER RUNS AMOK.

KILLS WIFE AND CHILDREN AND EIGHT OTHERS.

LONDON, September 6th.

A telegram from Muehlhausen-on-Enz states that a teacher became seized with madness and set fire to four houses. When about to be arrested he shot and killed eight people and wounded ten others.

He had previously killed his wife and four children.

THE ILLNESS OF THE POPE.

ROME, September 6th.

His Holiness the Pope spent a good night, and his temperature is normal.

EXPLORERS KILLED BY ESKIMOS.

NATIVE'S TERRIBLE REVENGE.

OTTAWA, September 6th.

News has been received here that Messrs. Radford and Street, American and Canadian explorers respectively, who left Chesterfield, an inlet in Hudson Bay, in 1911, to travel overland to Bathurst, an inlet to the Arctic Ocean, have been murdered by Eskimos at Schultz Lake in the winter of 1912.

It appears that Radford quarrelled with a native and kicked him. The native killed Radford with a spear, and Street, running to assist his colleague, was speared in the back.

This is the first instance of the murder of white explorers by Eskimos.

AERIAL TRAMWAY FOR BAGUIO.

Mr. Herbert C. Heath, of Baguio, has been granted a franchise by the Philippine Commission and authorized to build an aerial tramway from Colgan's Camp to Baguio, a distance of five miles.

The purpose of the tram is to haul freight and express, at a rate of one-half centavo per kilo, for freight, and one centavo for express. A site for a lumber yard in Baguio is also included in the concession. It is claimed that there will be a great saving of wear and tear on the upper portion of the Benguet Road, from the Zigzag to Baguio, and a corresponding saving to government vehicles.

During the first two years of the franchise the government is to receive one-fourth of one per cent. of the gross receipts, and two per cent. for the remaining eighteen years of the concession.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.

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NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 8th day of September, 1913, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Kam Tin in the New Territories of Hongkong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sub.	Boundary Measurements (Approximate)	Contents in Acres	Approx. Area	Approx. Price
118	152	134	159	22,500
119	152	134	159	22,500
120	152	134	159	22,500
121	152	134	159	22,500
122	152	134	159	22,500
123	152	134	159	22,500
124	152	134	159	22,500
125	152	134	159	22,500
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196	152	134	159	22,500
197	152	134	159	22,500
198	152	134	159	22,500
199	152	134	159	22,500
200	152	134	159	22,500

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of September, 1913, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of Two Lots of CROWN LAND at Wong Nei Chong Road and Tai Hang Village respectively in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sub.	Boundary Measurements (Approximate)	Contents in Acres	Approx. Area	Approx. Price
118	152	134	159	22,500
119	152	134	159	22,500
120	152	134	159	22,500
121	152	134	159	22,500
122	152	134	159	22,500
123	152	134	159	22,500
124	152	134	159	22,500
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193	152	134	159	22,500
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196	152	134	159	22,500
197	152	134	159	22,500
198	152	134	159	22,500
199	152	134	159	22,500
200	152	134	159	22,500

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

The Steamship "INDIAN" having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon 10-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to suit.

All broken, stained, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 a.m.

All Claims must reach us before the 24th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

Hongkong, 6th September, 1913. [1046]

U. S. R. C.

THERE will be an EXTRAORDINARY GENERAL MEETING at the Club Grounds on WEDNESDAY, Sept. 10th, at 5 p.m.

To discuss the repairs to the Club Building and any other matters connected with this subject.

All Members are particularly requested to attend and to be punctual.

By Order, T. M. WAKEFIELD, Capt., Hon. Secretary.

Hongkong, 1st September, 1913. [1028]

PUBLIC COMPANIES

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, on WEDNESDAY, the 24th of September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1913.

The TRANSFER BOOKS will be CLOSED from the 10th to the 24th of September, both days inclusive.

DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 2nd September, 1913. [1038]

MESSRS. A. S. WATSON & CO., LTD.

SHARE CERTIFICATE No. 0003 for TWENTY-FIVE (25) SHARES numbered 7727 to 7751 inclusive fully paid-up, standing in the Register in the name of J. P. PRAGER of Manila, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Vaux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 23rd August, 1913. [1001]

INTIMATIONS

THE HONGKONG AND CHINA GAS CO., LTD.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors, J. McCUBBIN, Acting Local Secretary and Resident Engineer. Hongkong, 8th August, 1913. [988]

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 48 and 50, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Choice and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.

D. CHELLARAM, Hongkong, 26th July, 1913. [907]

MASSAGE. MISS MORITA, Care of Nohara Hotel, 15, 16 and 17, Connaught Road, Opposite Blake Pier. Hongkong, 8th May, 1913. [582]

FOR SALE OR TO LET. TWO LARGE HOUSES in GAGE STREET, FOUR STORIES, Eight Rooms and Servants' Quarters. For full particulars, apply—

M. E. Care of "Daily Press" Office. Hongkong, 6th September, 1913. [1043]

FOR THE SUMMER MONTHS SPECIALITIES. CORNED OX TONGUES, CORNED BEEF, CORNED PORK, PRESSED BEEF, GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by THE DAIRY FARM CO., LTD.

NOTHING BETTER FOR THE SEASON! JUST RECEIVED. STYLISH BATHING DRESSES and CAPS.

FINEST VOILES, STRIPED, FLOWERS and FANCY. FINEST MUSLINS, PLAIN and DOTTED, EMBROIDERED MATERIALS, &c., &c.

You will find Our Range, Incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co., 10, D'ARQUILL STREET. Hongkong, 26th June, 1913. [45]

GRACA & CO. Pender St. (Hongkong Hotel Building). Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received FRESH SUPPLY OF VEGETABLE SEEDS.

Hongkong, 27th August, 1913. [842]

INTIMATIONS

LANE, CRAWFORD & Co.

PIANO DEPARTMENT

SPECIAL OFFER FOR TWO WEEKS ONLY

OF THE WHOLE OF OUR STOCK OF

MAGNIFICENT NEW PIANOS



**NAPIER
JOHNSTONE'S**

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

[74]



**STURH'S
GENUINE CAVIARE,
ANCHOVIES IN BRINE**

(Salted Sardines).

In Tins and Glasses.

Sold by all High-Class Provision Dealers.

C.F. STURH & CO., HAMBURG.

English Export Agents:

W. LOVEGROVE, LONDON, E.C.

[208]

**MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.**

BRITISH.

Alceity, despatch boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Cochrane, Weihaiwei.
Atlas, admiral's flag, 615 tons, 1,400 i.h.p., Hongkong.
Bramble, gunboat, 710 tons, 200 i.h.p., Lieut. Comdr. B. E. Frith, Weihaiwei.
Britomart, gunboat, 710 tons, 200 i.h.p., Lieut. Comdr. W. H. Darwell, Hankow.
Cadmus, British sloop, 1,070 tons, 1,400 i.h.p., f.d., Comdr. Hugh P. E. T. Williams, Hongkong.
Cherub, water tank and tug, 390 tons, 340 i.h.p., Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Canton.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut. Comdr. Wilkinson, Hongkong.
Flora, 4,360 tons, 9,000 f.d., 12 guns, Capt. Charles F. Corbett, M.V.O., Weihaiwei.
Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Capt. Marcus Rowley Hill, Hankow.
Kinsla, 616 tons, 1,200 i.h.p., Lieut. Comdr. H. Marryat, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. G. Pasco, Labuan.
Minotaur, armoured cruiser (flagship Vice-Admiral), 27,000 tons, 27,000 i.h.p., Capt. R. B. Jermol, Weihaiwei.
Monmouth, armoured cruiser, 9,800 tons, 22,000 i.h.p., Capt. B. H. F. Bartlett, M.V.O., Weihaiwei.
Moonraker, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lt. Comdr. Alan Dixon, Hongkong.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 23,000 f.d., Capt. F. A. Powell, Shanghai.
Nightingale, river gunboat, 85 tons, 240 i.h.p., Lieut. Comdr. Malcolm Murray, R.N., Yangtze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Wilkinson, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Comdr. E. J. G. Mackintosh, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Comdr. J. Fleetwood-Nash, West River.
Rosario, depot ship for submarines, 930 tons, 1,400 i.h.p., Commander N. E. Archdale, Hongkong.
Saudpiper, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. Comdr. I. A. S. H. Hutton, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.
Taku, torpedo boat destroyer, 305 tons, 6,000 i.h.p., Gunner W. H. Ryder, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut. Comdr. Hou, Guy Stopford, Obanghang.
Thistle, gunboat, 710 tons, 200 i.h.p., Lt. Comdr. H. R. N. Cottrell-Dormer, Hongkong.
Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, Weihaiwei.
Virago, torpedo boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lt. Comdr. Bodham Whetham, Weihaiwei.
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Weihaiwei.
Whiting, torpedo boat destroyer 360 tons, 5 guns, 5,500 i.h.p., Lieut. Comdr. R. Neville, Weihaiwei.
Widgeon, gunboat, 195 tons, 2 guns, 800 i.h.p., Lieut. Comdr. J. C. F. Borrett, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 i.h.p., Lt. Comdr. M. B. R. Blackwood, Yangtze.
Woodlark, gunboat, 160 tons, 2 guns, 550 i.h.p., Lt. Comdr. Robin W. Lloyd, Yangtze.
Submarines—
C. 36 D. J. McGillicuddy, Lieut. Comdr. C. 37 J. A. Gimes, Lieut. Comdr. C. 38 K. K. C. Pope, Lieut. Comdr. T. B. 035, Lieut. Comdr. Handley, Hongkong. T. B. 036, Lieut. Comdr. Stileman, Hongkong. T. B. 037, Lieut. Comdr. Nicol, West River. T. B. 038, Lieut. Comdr. Seymour, West River.

IN HOC SIGNO VINCES.

THE MEANING OF THE 15TH
CENTENARY OF CONSTANTINE,
313-1013.

[CONTRIBUTED.]

The Rt. Rev. Bishop Pozzoni, Vicar Apostolic of Hongkong, has issued a Pastoral Letter to all the Catholics of Hongkong and its dependencies, in which he gives the story of the Centenary, and urges all the faithful to participate in the forthcoming festivities. His lordship has appointed the 14th instant the day of the feast of the "Invention of the Cross."

The festivities will take the form of a *Triduum* whose *Horarium* is affixed at all the entrances to the Cathedral, and at the last page of the said Pastoral Letter. They will commence on the 12th instant (morning and evening services).

His Lordship suggests some kind of illumination to be made in all the Catholic homes on the night of the 14th instant—say, each house to place an illuminated Cross in a conspicuous place or at the windows.

If this suggestion is generally adopted the effect of the illumination viewed from the harbour must be impressive.

The victory of the Emperor Constantine in the vicinity of Rome and the Edict of Milan, published a few months after, are the two principal facts that the Constantine festivities are proposed to commemorate.

Both of them, says the official programme, have had the highest meaning in the history. "In the celebration, of such events, which have changed the destinies of the world, all the nations must rejoice, who have received from Christianity their inspiration to progress either in moral order or in material and, above all, human civilisation."

Of the four Caesars who divided among themselves the Government of the Roman Empire, Constantine, the son of Constantia Chloro and of Helena, was the man chosen by Providence as the instrument of His victory. A miraculous vision appeared to him in the heavens that the Sacred Cross had guided him to victory: the very Jesus appeared to him in a vision telling him that the Roman Eagles should give place to His Holy Name. He was thus encouraged to cross over the Alps in pursuit of the enemies of the Church. In the short period of 50 days Constantine, with 40,000 soldiers, defeated the three regiments of Maxentius, first in the campaign of Turin, then on the banks of Adige, in Verona, and finally on the Ponte Milvio on the banks of the river Tiber, a decisive victory was gained which made him the master of the world.

The Roman Senate, although pagan, in taking the phrase *instinctu divinitatis*, recognised the supernatural hand which protected the victorious General. Better than any one else the same Constantine has declared the nature of his victory. Regarding it more as a social than an individual triumph, and recognising that he had only been the instrument of God, he ordered an enormous Cross to be put in the hands of the statue which the Romans consecrated to him; and beneath it the following words: "*Hoc uno fortitudinis examine insigne Salutis urbem vestram jure tyrannidis creptum liberavit. S.P.Q.R. auctoritate prestat dignitatem restituit.*" This eloquent proclamation of the triumph of the Cross is recorded by Eusebius in the life of Constantine and in Ecclesiastical History.

THE DISTRIBUTION OF THE BRITISH FLEET.

A STRIKING CHANGE IN TEN YEARS.

An article in the *Fortnightly Review*, dealing with what may be called the "stay-at-homeness" of the Navy, is attracting a good deal of attention, although the subject is one which, in one form or another, has been discussed intermittently ever since the concentration of the fleet in home waters began in 1904. It is unfortunately the fact that the distribution of the fleet necessitated by existing political conditions involves both officers and men in an expenditure which they would not incur on foreign service, and this is a factor which reacts to the detriment of both naval and national efficiency. However, it is one thing to point out the existence of an evil, and quite another—particularly in this case—to suggest a remedy. Let us see first of all the extent of the changes brought about during recent years. Taking ships of all classes as shown in the list of fleets at home and abroad in the Navy List, the following is the comparison between 1903 and 1913, omitting, of course, vessels in reserve:—

	1903.	1913.
Mediterranean	57	19
North America and W.I.	14	3
S.E. Coast of America	2	1
Pacific	4	2
Cape of Good Hope	13	3
East Indies	9	9
China	41	30
Australia	12	4

Total Foreign stations. 152 71
Home waters 56 150

In ten years there has thus been a numerical reduction of a half in our naval forces on foreign stations. The decrease would be much greater if it were expressed in men or in tonnage; as will be evident from the fact that the number of armoured ships abroad has diminished from twenty-one to nine. The latter figure does not take into account the approaching departure of the *Invincible*, *Indomitable*, and *Warrior* for the Mediterranean, or the withdrawal of the *Kent* and *Monmouth* from the Far East.

To a certain extent the change was unavoidable. In 1903 the fleet may or may not have been distributed on proper lines; but it is perfectly obvious that an organisation which met the conditions prevailing in 1903 would be absurd to-day. In 1903 Germany had only eight battleships in full commission, and they were of very inferior types. By October 1st next, when the Third Squadron is to be brought into existence (it has been represented for some months by the Fifth Division only) she will have 25, in addition to four battle-cruisers. The strategic necessity for the concentration of the British fleet in home waters has, indeed, never been questioned; and there was only one means by which the Admiralty could have maintained a sufficient strength at home, and at the same time provided the personnel with an opportunity of frequent foreign service. That was by building the ships necessary for the purpose. The standard of shipbuilding to which the Government is now supposed to be pledged shows how very little opportunity there will be in the near future for foreign service.

We are supposed to be building to a standard of 60 per cent. superiority over Germany, 50 per cent. being our necessary margin in home waters, and the balance being available for "world wide" service. That is to say—to take a round number for illustration—if Germany has 100 ships we must have 160, but only ten of that number will be available for foreign service. In 1913 Germany will have 20 completed Dreadnoughts to our 39; in other words there will not, under the Admiralty standards, be a single vessel of this type available for service outside home waters. The Government has consistently refused to admit that any special measures are required for the maintenance of our position in the Mediterranean, in spite of the fact that the Allies of Germany, whose shores are washed by those waters, have now three Dreadnoughts in service, seven more under construction, and nine which will probably be laid down within the next twelve months.

With the four battle-cruisers which, some time or another, are to be based upon Malta, we have now in foreign service only four vessels which can be called modern—the cruisers *Yarmouth*, *Gloucester*, *Gloucester*, and *Newcastle*. Apart from these, the average age of British cruisers on overseas service is between twenty and twenty-one years, and there is no sign of any effort being made to replace them by modern vessels. The attention of everyone in the country, from the member of the Cabinet downwards, has been too closely concentrated upon Germany, and that nation alone has been taken into account in deciding upon our shipbuilding programmes. We are providing now for just that number of capital ships which, in the expressed opinion of the Admiralty, is sufficient to guarantee security in home waters—not one more. As regards smaller craft, the First Lord has declared a standard of more than 60 per cent. to be necessary; but we are far from possessing either to cruisers or to destroyers. In circumstances such as these, what opportunity is there for giving officers and men the chance of foreign service? Plainly there is very little indeed, and it must diminish rather than increase as time goes on.

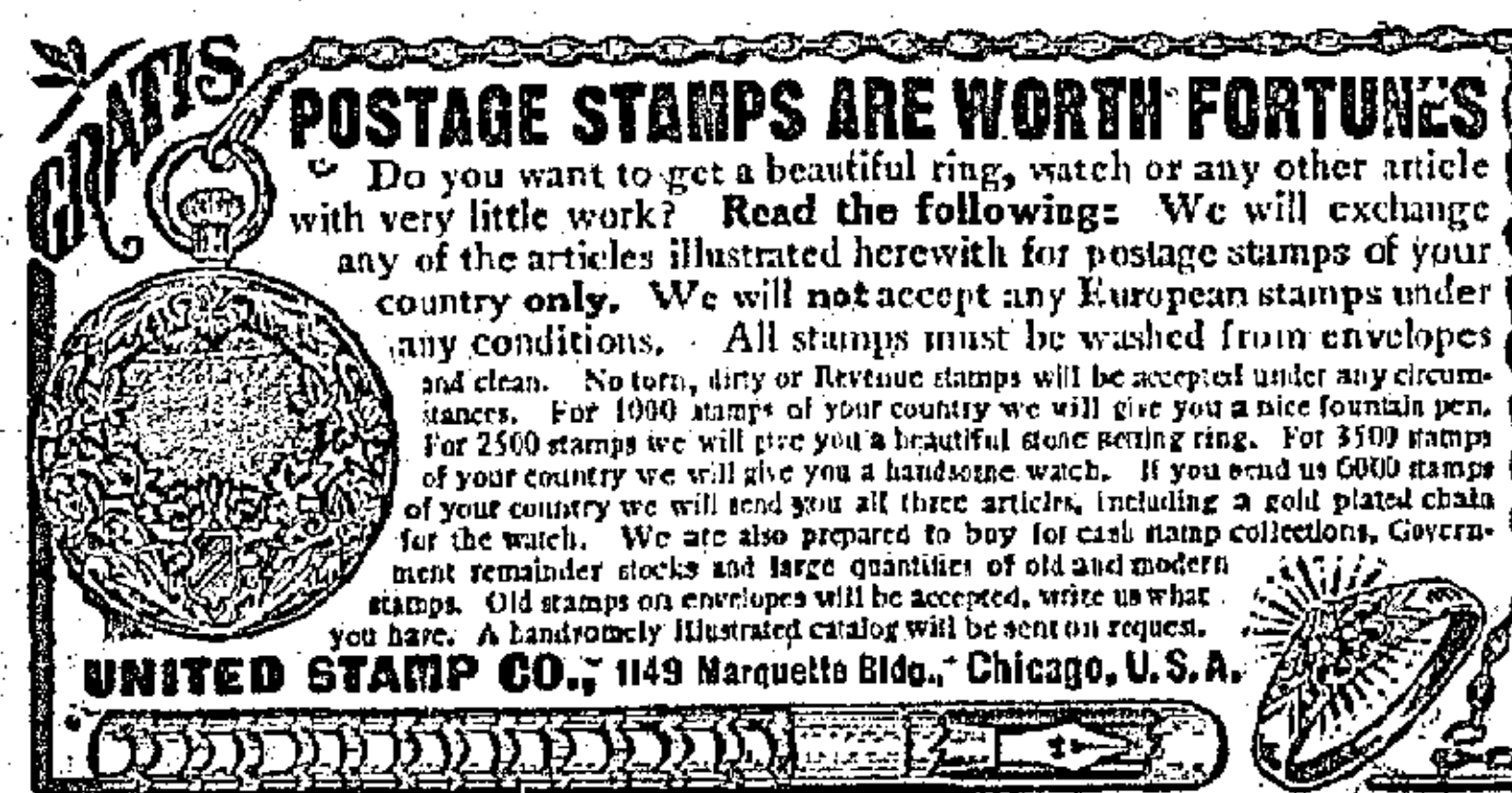
Professor John Milne, whose death is recorded, was a model of courage during earthquakes. Even the Japanese, who are used to such phenomena, and are not a nervous people, marvelled when, during an earthquake costing several thousand lives, he continued calmly to watch the movements of the seismograph, oblivious of risk. They therefore conferred on him a Japanese title—*stick-to-the-fact-through-the-earthquake*.

**WM. POWELL,
LTD.**

TELEPHONE 346.



STOCKS HELD IN EACH PATTERN.



LATEST STEAMER MOVEMENTS.

The P. & O. str. *Sardinia* arrived at London on the 5th September, morning. The German mail of the 6th August was delivered in London on the 5th September.

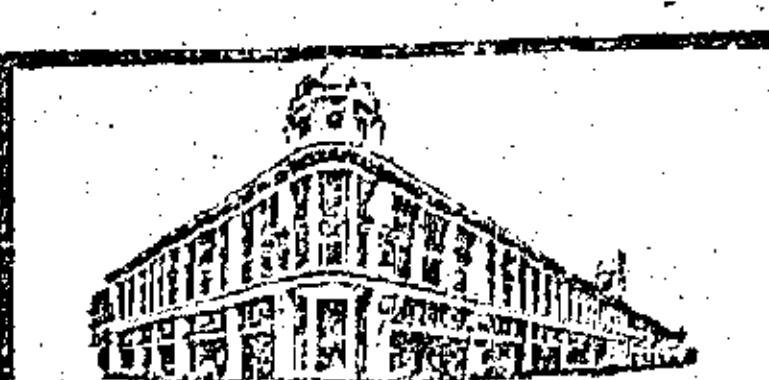
The P. & O. str. *Assaye* left Singapore for this port on the 6th September, at 10 a.m., with the outward English mails, and is due here on the 11th September, at about 5 a.m.

The C.P.R. str. *Empress of Japan* left Yokohama on the 5th September, at 6 p.m., and is due to arrive at Vancouver on the 17th September.

The T.K.K. str. *Hongkong Maru*, which left San Francisco on the 12th August, is expected to arrive at this port via Honolulu, Japan ports and Shanghai on the 8th September, between 4 and 6 p.m.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 25th September.

Professor John Milne, whose death is recorded, was a model of courage during earthquakes. Even the Japanese, who are used to such phenomena, and are not a nervous people, marvelled when, during an earthquake costing several thousand lives, he continued calmly to watch the movements of the seismograph, oblivious of risk. They therefore conferred on him a Japanese title—*stick-to-the-fact-through-the-earthquake*.



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SEE THAT TRADE MARKED WORD "THERAPION" IS ON EACH BOX. IT IS THE ONLY ONE TO BE TRUSTED.

RESIST ON HAVING THERAPION. [175]

VICTOR-VICTROLA



THE GREAT HOME ENTERTAINER.

There's nothing you could wish for in the way of Music and Entertainment that isn't at your command with the VICTOR-VICTROLA in your home.

PRICES FROM \$35 TO \$345.

RECITALS DAILY.

S. MOUTRIE & CO., LTD.

EXCLUSIVE DISTRIBUTORS.

[629-2]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA."
Arrived Hongkong on 27th August, 1913.
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Mooltan."
From Persian Gulf, ex s.s. "B. I. S. N."
and B. & P. S. N. Co.'s Steamers.
Optional Cargo will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 1st September, 1913. [1]

NORDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, where delivery may be obtained, unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9.30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MEYER & CO.,
General Agents
Hongkong, 3rd September, 1913. [14]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NILE."
Arrived Hongkong on 4th September, 1913.
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 4th September, 1913. [7]

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "MONTROSE"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd Oct., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & Co. Ltd., Agents.

Hongkong, 4th September, 1913. [1039]

AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"TOLEERIC."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Goods not cleared by the 11th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 11th inst., at 9.30 A.M.

All Claims must be presented within ten days of Steamer's arrival and no Claim will be admitted after the Goods have left the Godowns.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., Agents.

Hongkong, 4th September, 1913. [1039]

NOTICE TO CONSIGNEES.

P.M. S.S. "PERSIA,"
FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and take immediate delivery of Cargo from the Company's Godown at West Point.

Cargo will be landed immediately on arrival of Steamer.

Cargo remaining undelivered on MONDAY, the 8th inst., at 5 p.m., will incur landing charges.

Cargo remaining undelivered FRIDAY, 12th inst., at Noon, in addition to landing charges, will be subject to storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown THURSDAY, 11th inst., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 5th Oct., otherwise they will not be recognised.
K. C. MORTON,
Agent.

Hongkong, 5th September, 1913. [150]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS, A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS.

with which is incorporated
THE CHINA OVERLAND TR. DE REPORT.

Subscription, paid in advance,
\$12 per annum. Postage
32 to any part of
the World.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For	STEAMER	To SAIL
SHANGHAI, KOBE AND PAUL LECAT	Capt. Valat	On 8th Sept. at 5 p.m.
YOKOHAMA	Capt. Valat	On 8th Sept. at 5 p.m.
MARSEILLES VIA PORTS	AUSTRIEN	On 9th Sept. at 1 p.m.
	Capt. Goubaud	On 9th Sept. at 1 p.m.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Intermittent meet passengers on their arrival in Marseilles.

For further particulars apply to
S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION)	DESTINATION	TELEPHONE	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBÉ and MOJÍ	"YEDDO"	7200	On 13th Sept.
	"PEKING"	6500	On 24th Sept.
	"JAPAN"	9000	About 2nd Oct.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, Top Floor.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG:	PROPOSED SAILINGS.	FROM COLOMBO:
27th Sept.	Connecting with "KATANGA"	12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For Rates and Further Information, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.BRITISH INDIA S. N. CO., LTD.
APCAR LINE.REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5206 tons, Captain J. H. O. Sullivan, will be despatched for KOBE and MOJÍ on 19th September.
S.S. "ARRATON APCAR," 4450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJÍ on 23rd September.

WESTWARD.

S.S. "GREGORY APCAR," 4600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 17th September.
S.S. "DILWARA," 5328 tons, Captain G. N. Ramsay, R.N.R., will be despatched as above on 22nd September.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, 3rd September, 1913.

PACIFIC MAILS S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA	COMFORT.	FROM HONGKONG calling at
27,000 tons, twin screws		SHANGHAI, NAGASAKI,
MANCHURIA		KOBÉ (via Inland Sea),
27,000 tons, twin screws		
KOREA	SAFETY.	YOKOHAMA and HONO-
18,000 tons, twin screws		
SIBERIA		LULU (the Paradise of the
18,000 tons, twin screws		Pacific) through Service via
(NILE ... 11,000 tons		
ALSO: CHINA ... 10,200 tons		
(PERSIA ... 9,000 tons		
SPEED.		NEW YORK to Europe.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST.—By this route to London with its unrivalled opportunities is £71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £100) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing
PERSIA	9,000	SATURDAY, 13th Sept. at Noon
KOREA	18,000	SATURDAY, 20th Sept. at 1 p.m.
SIBERIA	18,000	SATURDAY, 4th Oct. at 1 p.m.
CHINA	10,200	TUESDAY, 14th Oct. at Noon
MANCHURIA	27,000	TUESDAY, 21st Oct. at 1 p.m.
NILE	11,000	TUESDAY, 28th Oct. at 9.45 a.m.
MONGOLIA	27,000	SAURDAY, 8th Nov. at 1 p.m.
PERSIA	9,000	TUESDAY, 25th Nov. at Noon

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG—MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
13th Sept. ... PERSIA	15th Sept.	10th Sept. ... KOREA	12th Sept.
14th Oct. ... CHINA	16th Oct.	24th Sept. ... SIBERIA	26th Sept.
28th Oct. ... NILE	30th Oct.	2nd Oct. ... CHINA	4th Oct.
25th Nov. ... PERSIA	27th Nov.	9th Oct. ... MANCHURIA	11th Oct.
30th Dec. ... CHINA	1st Jan.	18th Oct. ... NILE	20th Oct.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
R. C. MORTON, AGENT.
Pauams-Pacific International Exposition—San Francisco—1915.HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 8 SEPT., 1913.

8 a.m. HONAN. 8 a.m. HEUNGSHAN.
10 p.m. KINSHAN. 5 p.m. FATSHAN.

TUESDAY, 9 SEPT., 1913.

8 a.m. HEUNGSHAN. 8 a.m. HONAN.
10 p.m. FATSHAN. 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 14 SEPTEMBER, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAN, 588 tons, and S.S. NANNING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANLU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO
SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate)
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Furthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequalled Cuisine.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots, New Lands. Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canyon and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket Form No. 625.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT.
75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

Under Mail Contract with the Austrian Government,
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th Sept., at 4 p.m.

Superior accommodation for 1st and 2nd Class passengers, no extra, no tips, no inside Cabins. Doctor, Stewardess, Landlady, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £50 1st, £35 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AUSTRIA," 14,000 tons, will leave as above about 1st October.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surplus. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London. BY SIMPLON EXPRESS.
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £23.15, II £21.6.
BY GOTHARD EXPRESS.
Via Venice, Milan, St. Gothard, Lugano, Bale, Leon, Calais or Boulogne, Class I £23.15, II £21.6.
BY SEILRING EXPRESS.
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.11, II £20.9.
BY TAVERN EXPRESS.
Via Munich, Cologne, Hook or Flushing, Class I £21.15, II £21.6.

TO SHANGHAI.
S.S. "KOEBER," 9,900 tons, will leave as above on 1st October, at 6 a.m.

FARES: Hongkong-Shanghai, 26 1st, 24 2nd, 22 3rd Class.

BY SHANGHAI EXPRESS.
S.S. "PERSIA," 12,500 tons, will leave as above about 27th September.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIEBER & Co., Agents,
Hongkong, 8th September, 1913.

57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

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NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMER	TONNAGE	SAILING DATE
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE	KITANO MARU	16,000	WED. DAY, 10th Sept. at 11 p.m.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	IYO MARU	12,500	WED. DAY, 24th Sept. at Daylight
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJÍ, KOBÉ, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU	12,500	TUESDAY, 9th Sept. at 4 p.m.
	SADO MARU	12,500	TUESDAY, 23rd Sept. at 4 p.m.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	9,500	WED. DAY, 24th Sept. at Noon
	INABA MARU	12,500	WED. DAY, 22nd Oct. at Noon
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	CEYLON MARU	12,000	SATURDAY, 30th September
BOMBAY VIA SINGAPORE and COLOMBO	KAMAKURA MARU	12,500	MONDAY, 15th September
KOBÉ and YOKOHAMA	TANGO MARU	13,500	THURSDAY 11th Sept. at 11 a.m.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	TOSA MARU	12,000	MONDAY, 15th September
NAGASAKI, KOBÉ and YOKOHAMA	INABA MARU	12,500	WED. DAY, 24th Sept. at 11 a.m.
SHANGHAI, MOJÍ and KOBÉ	KAWACHI MARU	12,500	WED. DAY, 10th September

Fitted with New System of Wireless Telegraphy.

Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBÉ Return.	MOJÍ Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[11—12—13]

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from	Leave COLOMBO	Leave MARSEILLES	Leave LONDON
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	MAI	KONG	to MARSEILLES and LONDON			
p.m. Thurs.		10 p.m. Tues.	1 p.m. Satur.				
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Saturday	Friday	
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 24	Feb. 20	
Feb. 5	CHINA	Feb. 10	Feb. 14	MALLOA	Feb. 28	Mar. 6	
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 14	Mar. 20	
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Mar. 28	Apr. 3	
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 11	Apr. 17	
Mar. 26	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	Apr. 25	May 1	
Apr. 2	DELTA	Apr. 7	Apr. 11	MALWA	May 9	May 15	
Apr. 16	ASSAYE	Apr. 21	Apr. 25	MOOLTAN	May 23	May 29	
Apr. 30		May 5	May 9		June 6	June 12	

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

	1st Saloon	2nd Saloon	Accommodation	Single	Return
LONDON	"A"	"B"	"A"	"B"	"A"
	£65	£44	£61	£40	£97
MARSEILLES	"A"	"B"	"A"	"B"	"A"
	£61	£42	£55	£33	£91

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Leave M'SILLES	Leave LONDON
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANGA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUMA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

	1st Saloon	2nd Saloon	Single	Return
	£50	£35	£45	£75

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

F. A. HEWETT,

SUPERINTENDENT.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	{ ASSAYE Capt. G. J. Coldwell	About 11th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANLA Capt. W. R. Hickey	Noon, 13th Sept.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NYANZA Capt. H. N. Rivers, R.N.R.	About 13th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SYRIA AND YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 22nd Sept.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 8th September, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CHEFOO & NEWCHANG	"NINGPO"	On 8th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 9th Sept., 4 P.M.
SWATOW, AMOY, NINGPO & SHANGHAI	"KWEILIN"	On 11th Sept., Noon.
SHANGHAI	"LUCHOW"	On 11th Sept., 4 P.M.
HAIPHONG	"KALPONG"	On 12th Sept., 9 A.M.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 13th Sept., Noon.
SHANGHAI	"YINGCHOW"	On 13th Sept., 11 P.M.
SHANGHAI	"ANHUI"	On 18th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest of Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHIENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai avoiding the inconvenience of the transshipment of Wusung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 8th September, 1913. TELEPHONE 35.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Lyons, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE AND YOKOHAMA: S.S. LIBERIA ... 11th Sept.	FOR MARSEILLES, ROTTERDAM, HAMBURG AND ANTWERP: S.S. O. J. D. AHLERS ... 8th Sept.
S.S. ALBENGA ... 20th Sept.	FOR HAVRE & HAMBURG: S.S. BELGRAVIA ... 14th Sept.
S.S. SUEDEMARK ... 20th Sept.	FOR HAVRE, BREMEN & HAMBURG: S.S. SCANDIA ... 17th Sept.
S.S. ARABIA ... 6th Oct.	FOR NEW YORK: S.S. AMBRIA ... 19th Sept.
S.S. SEGOVIA ... 20th Oct.	FOR HAVRE, ANTWERP & HAMBURG: S.S. GABECIA ... 19th Sept.
S.S. ALTMARK ... 5th Nov.	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.) S.S. C. FERD. LAEISZ 30th Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong 5th September, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING	
"HAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY, 9th	Sept., at 11 A.M.
"JAITAN" ...	Capt. J. S. Bosch ...	FRIDAY, 12th	Sept., at 11 A.M.
"HAICHING" ...	Capt. W. O. Passmore ...	TUESDAY, 16th	Sept., at 11 A.M.

FOR SWATOW AND RETURN. (Occupying 3 Days).

"HAIMUN" ...	Capt. J. W. Evans ...	(MONDAY, 8th	Sept., at 1 P.M.
		(WEDNESDAY, 10th	Sept., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Dike Pier).
For Freight and Passage, apply to—
DOUGLAS LARRABEE & Co.

Steamers will arrive at and depart from the Company's Wharf (near Ulake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 8th September, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS ...	20th September	On 19th Sept., 11 A.M.
EASTERN ...	11th October	On 10th Oct., 11 A.M.
ALDENHAM ...	1st November	On 31st Oct., 11 A.M.
EMPIRE ...		On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.



IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., NOON.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., at Noon.
NIPPON MARU	A. G. Stevens	WEDNESDAY, 5th Nov., at Noon.
TENYO MARU	E. Best	TUESDAY, 11th Nov., at Noon.

THE S.S. "HONGKONG MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 19th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

STEAMERS—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Hori	
"TACOMA MARU"	T. Hanada	

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM,
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 25th Oct., 4 P.M.
"LUZON MARU"	H. Yamamoto	

For MOJI, KOBE AND YOKKAICHI.

Steamer	Captain	Leaving
"INDO MARU"	K. Komiya	SATURDAY, 20th Sept., P.M.
"LUZON MARU"	H. Yamamoto	THURSDAY, 30th Oct., P.M.
"SAIGON MARU"	T. Yamaguchi	

CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	WEDNESDAY, 10th Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	FRIDAY, 12th Sept., Noon.
"SHOSHU MARU"	T. Fuchigami	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	WEDNESDAY, 17th Sept., at 10 A.M.

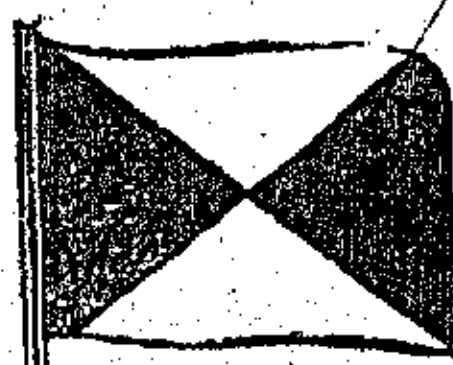
FOR CANTON.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Pray, Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor, No. 1, Queen's Building.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 13th Sept., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 24th Sept., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewardess Carried. For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers. Hongkong, 6th September, 1913. PHILIPPINES S.S. Co.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILER MAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7 1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and FLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SEES, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN. AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TATKOO DOCK."

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	First half of September.	JAPAN	First half of September.
TJILIWONG	JAVA	First half of September.	SHANGHAI	First half of September.
TJIKINI	SHANGHAI	First half of September.	JAVA	First half of September.
TJIBODAS	JAVA	Second half of September.	SHANGHAI	Second half of September.
TJIMAH	JAPAN	Second half of September.	JAVA	Second half of September.
TJIMANOEK	JAVA	Second half of September.	JAPAN	Second half of September.
TJIPANAS	JAVA	First half of October.	SHANGHAI	First half of October.
TJTAROEK	—	—	JAVA	—

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 30th August, 1913.

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NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUETZOW"	17,300	Wedday, 17th Sept., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"GNEISENAU"	16,000	About Wed'day, 17th Sept.
MANILA, YAP, MARONN, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	Saturday, 4th Oct., at 9 A.M.
KOBE	"COBLENZ"	6,750	About Tuesday, 16th Sept.
JESSELTON, KUDAT and SANDAKAN	"BOERNE"	5,000	About End of Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 8th September, 1913

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD, YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

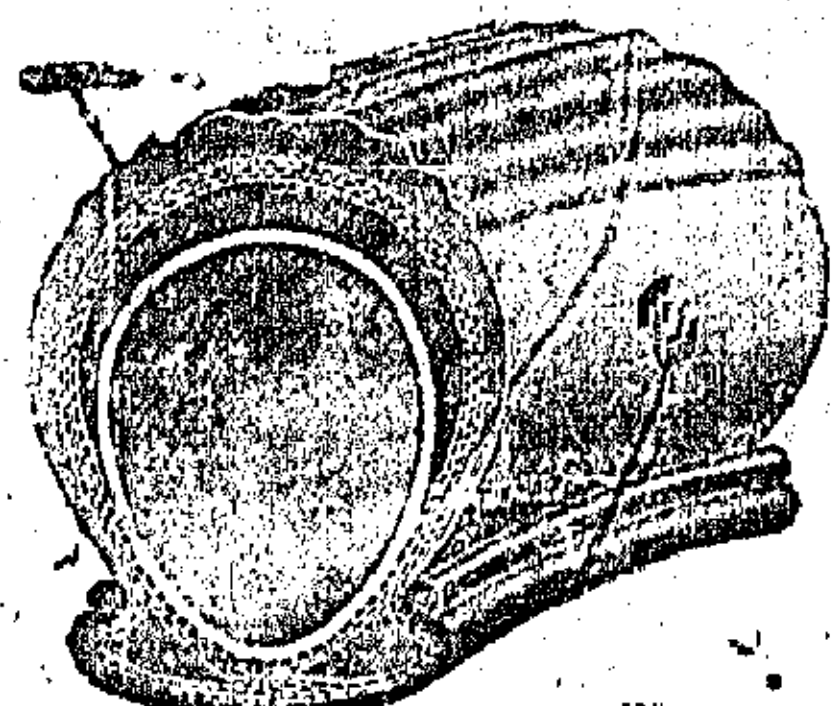
FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

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PETER'S UNION



the most durable and economical
PNEUMATIC

for
RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 8th September, 1913.

[44-35]



LEONHARDI'S
INKS, GUMS, TYPEWRITER RIBBONS
ARE THE BEST!

LEONHARDI'S
CARBON PAPER
(PURPLE).

\$3.50 only Per Box of 100 Sheets.
RETAIL.

WING HING. STATIONER,
25, WELLINGTON STREET.

WHOLESALE:

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1ST FLOOR.

Hongkong, 8th September, 1913.

[44-13]

NATURA MILK

LION



BRAND

BEST STERILIZED MILK

ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

20, DES VŒUX ROAD, 1ST FLOOR.

THE 960.

Hongkong, 8th September, 1913.

[44-45]

POST OFFICE NOTICE.

The *Luchoo*, with the Mails from London (via Siberia) of Wednesday and Saturday, the 13th and 16th ult., is due to arrive here to-day.

The *Paul Leat*, with the French Mail from Europe, is due to arrive here to-day.

The United States Mails ex Korea have been transferred to the s.s. *Australien*, due here to-day.

The *Hongkong Maru*, with the American Mail, is due to arrive here to-day.

The *Assaye*, with the English Mail, left Singapore on Saturday, the 6th inst., at 10 a.m., and is expected to arrive here on Thursday, the 11th inst., at about 5 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 6th ult., and for despatch overland on the 13th ult.

FOR	PER	DATE
Haiphong	Pongtong ...	Monday, 8th, 9.00 A.M.
Swatow	Haimun ...	Monday, 8th, Noon
Philippine Islands ...	Talibghius ...	Monday, 8th, 1.00 P.M.
Philippine Islands ...	Yuenang ...	Monday, 8th, 1.00 P.M.
Saigon	Phuravang ...	Monday, 8th, 2.00 P.M.
Dalry	Hopang ...	Monday, 8th, 3.00 P.M.
Chfoo and Nohwahung ...	Ningpo ...	Monday, 8th, 3.00 P.M.
SHANGHAI, NORTH CHINA and JAPAN via KOREA	Paul Leat ...	Monday, 8th, 4.00 P.M.
(EUROPE VIA SIBERIA)	Yi Loong ...	Monday, 8th, 5.00 P.M.
Bangkok	Malibdo ...	Tuesday, 9th, 8.00 A.M.
Below, Pakhoi and Haiphong ...	Haigang ...	Tuesday, 9th, 10.00 A.M.
Swatow, Amoy and Poochow ...	Hanoi ...	Tuesday, 9th, 10.00 A.M.
Pakhoi and Haiphong ...		
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to Noon Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Australien ...	Tuesday, 9th, 1.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN via NAKASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA)	Avia Maru ...	Tuesday, 9th, 3.00 P.M.
	Taming ...	Tuesday, 9th, 3.00 P.M.
	Kiatao Maru ...	Tuesday, 9th, 5.00 P.M.
	Hungang ...	Tuesday, 9th, 5.00 P.M.
	Hagman ...	Wednesday, 10th, 10.00 A.M.
	Chengshing ...	Wednesday, 10th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAKASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA)	Empress of Russia ...	Wednesday, 10th, 10.00 A.M.
	Registration ...	Wednesday, 10th, 10.00 A.M.
	Registration with late fee of 10 cents up to 10.45 A.M.	Wednesday, 10th, 10.00 A.M.
	Registration Kowloon B.O. ...	Wednesday, 10th, 10.00 A.M.
	Letters ...	Wednesday, 10th, 11.00 A.M.
Shanghai and North China ...	Anhui ...	Wednesday, 10th, 3.00 P.M.
Japan via Kobe ...	Tango Maru ...	Thursday, 11th, 10.00 A.M.
Swatow and Amoy ...	Korelin ...	Thursday, 11th, 11.00 A.M.
Shanghai and North China ...	Luchoo ...	Thursday, 11th, 3.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Assaye ...	Thursday, 11th, 5.00 P.M.
Haiphong, Pakhoi and Saigon ...	Kaifong ...	Friday, 12th, 8.00 A.M.
Swatow, Amoy and Poochow ...	Haitan ...	Friday, 12th, 10.00 A.M.
Swatow, Amoy and Poochow via Tamsui	Daig Maru ...	Friday, 12th, 11.00 A.M.
Straits and Sumatran ...	Chunwang ...	Friday, 12th, 1.00 P.M.
PHILIPPINE ISLANDS, JAPAN via NAKASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA and CANADA via SAN FRANCISCO	Persia ...	Saturday, 13th, 10.00 A.M.
	Registration ...	Saturday, 13th, 10.00 A.M.
	Registration with late fee of 10 cents up to 10.45 A.M.	Saturday, 13th, 10.00 A.M.
	Registration Kowloon B.O. ...	Saturday, 13th, 10.00 A.M.
	Letters ...	Saturday, 13th, 11.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via BRINDISI ...	Devanah ...	Saturday, 13th, 10.00 A.M.
	Registration ...	Saturday, 13th, 10.00 A.M.
	Registration with late fee of 10 cents up to 11.00 A.M.	Saturday, 13th, 10.00 A.M.
	Registration Kowloon B.O. ...	Saturday, 13th, 10.00 A.M.
	Letters ...	Saturday, 13th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 12th inst., at 5 p.m.		

COMMERCIAL

CLOSING QUOTATIONS.
September 6th.

ON LONDON:—	Telegraphic Transfer ...	1/11 1/2
Bank Bills, on demand ...	1/11 1/2	
Bank Bills, at 30 days' sight ...	2	
Bank Bills, at 4 months' sight ...	2 1/2	
Credits, at 4 months' sight ...	2 1/2	
Documentary Bills, 4 months' sight ...	2 1/2	
ON PARIS:—	Bank Bills, on demand ...	25 1/2
Credits, at 4 months' sight ...	25 1/2	
ON GERMANY:—	On demand ...	203
ON NEW YORK:—	Bank Bills, on demand ...	48 1/2
Credits, at 60 days' sight ...	49 1/2	
ON BOMBAY:—	Telegraphic Transfer ...	148 1/2
Bank, on demand ...	149	
ON CALCUTTA:—	Telegraphic Transfer ...	148 1/2
Bank, on demand ...	149	
ON SHANGHAI:—	Bank, at sight ...	73 1/2
Private, 30 days' sight ...	74 1/2	
ON YOKOHAMA:—	On demand ...	97
ON MANILA:—	On demand—Pesos ...	90
ON SINGAPORE:—	On demand ...	84 1/2
ON BATAVIA:—	On demand ...	120 1/2
ON HAIPHONG:—	On demand ...	1 1/2 p.m.
ON SAIGON:—	On demand ...	1 1/2
ON BANGKOK:—	On demand ...	7 1/2
SOVEREIGNS, Bank's Buying Rate ...	\$9.95	
GOLD LEAF, 100 fine, per tola ...	\$52.90	
BAR SILVER, per oz. ...	27 1/2	

SUBSIDIARY CINS.

	per cent.
Chinese ... 20 cents pieces ...	\$7.41 discount.
Chinese ... 10 ...	\$7.58
Hongkong ... 20 ...	\$6.34
Hongkong ... 10 ...	\$5.27

MAILS VIA SIBERIA.

Leave ...
August 16th. ... September 1st.

SHARE LIST.—QUOTATIONS.

HONGKONG 6TH SEPTEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790, sal. & buy.	5 1/2 p.c.
China Borneo Company, Limited ...	60,000	\$12	all	\$94, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$41, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$84, buyers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 124, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$91	
Dairy Farm Company, Limited ...	40,000	\$7 1/2	all	\$27 1/2, buyers	5 p.c.
DOCKS AND WHARVES.—					
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$92 1/2	5 p.c.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$80	3 p.c.
New Amoy Dock Co., Limited ...	10,000	\$53 1/2	all	\$8 1/2, sellers	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 53, buyers	
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 105, at div.	
Green Island Cement Co., Limited ...	400,000	\$10	all	\$6.60, sellers	
Hongkong Electric Co., Limited ...	60,000	\$10	all	\$39 1/2, buyers	4 p.c.
Hongkong Hotel Company, Limited ...	12,000	\$50	all	\$125	5 p.c.
Manila Metropole Hotel, Limited ...	15,000	\$25	all	\$90	
Hongkong Ice Company, Limited ...	5,000	\$25	all	\$175, sellers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$24	9 1/2 p.c.
Hongkong & South China Steam Fishers Co., Ltd.	15,000	\$10	all	\$2, buyers	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd. ...	325,000	5/	all	\$4 1/2, buyers	
INSURANCES.—					
China Insurance Office Co., Limited	10,000	\$250	\$50	\$310, buyers	6 p.c.
China Fire Insurance Co., Limited ...	20,000	\$100	\$20	\$148, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$360, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 137 1/2	
Union Insurance Society, Limited ...	12,400	\$250	\$100	\$786	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$60	\$190, @ Ex 73	
LANDS AND BUILDINGS.—					
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$114, sal. & buy.	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$9, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$46, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 69	
West Point Building Co., Limited	12,500	\$50	all	\$72, sellers	5 1/2 p.c.
Manitowong Co., Ltd. (Beasoon)	25,000	Gds. 10	all	Tls. 25, sal. & buy.	
Mining.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21	all	32/6	
Heawood Tin and Rubber Estate, Ltd.	822,000	2/	all	3/6	
Raub Australian Gold Mining Co., Ltd.	200,000	\$21	all	\$3, buyers	
Trench Mines, Limited ...	160,000	\$1	all	\$7/6, buyers	
Peak Tramways Co., Limited ...	25,000	\$10	all	\$10	7 1/2 p.c.
Philippine Co., Limited ...	75,000	\$10	all	\$5	
Palmer et Papeteries du Tonkin Societe des	13,200	\$50	all	\$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$97	3 p.c.
Luen Sugar Refining Co., Limited	7,000	\$100	all	\$35	
STEAMSHIP COMPANIES.—					
China and India Steamship Co., Ltd.	30,000	\$25	all	\$6	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$29, sellers	7 1/2 p.c.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$75, sal. & buy.	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$109 1/2, sellers	6 p.c.
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$27, buyers	3 1/2 p.c.
Star Ferry Company, Limited	30,000	\$10	all	\$27, buyers	
South China Morning Post, Limited	6,000	\$25	all	\$44, sellers	
Steam Laundry Company, Limited	20,000	\$5	all	\$44, sellers	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	4 p.c.
Powell, Wm., Limited	15,000	\$7	all	\$11, sellers	
Watson & Co., A. S., Limited	90,000	\$10	all	\$7.55, buyers	
Widemann, Limited	3,200	\$10	all	\$31	
Union Waterboat Co., Limited	50,000	\$10	all	\$17, buyers	5 1/2 p.c.

Para Rubber in London ... 3/7 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7 1/2 p. annum	Par.

VERRON & SMYTH, Share Brokers.

TO-DAY

3 p.m.—Auction of Crown Land at Kam Tsui in the New Territory, by Public Works Dept.

FORTHCOMING EVENTS.

Wednesday, 10th Sept.—
5 p.m.—U.S.R.C. Extraordinary General Meeting at the Club Ground.

Wednesday, 24th Sept.—
Noon—Douglas Steamship Co., Ltd., Meeting of Shareholders.

Monday, 15th Sept.—
3 p.m.—Auction of Crown Land at Wong Nei Chong Rd. and Tai Hang Village, by Public Works Dept.

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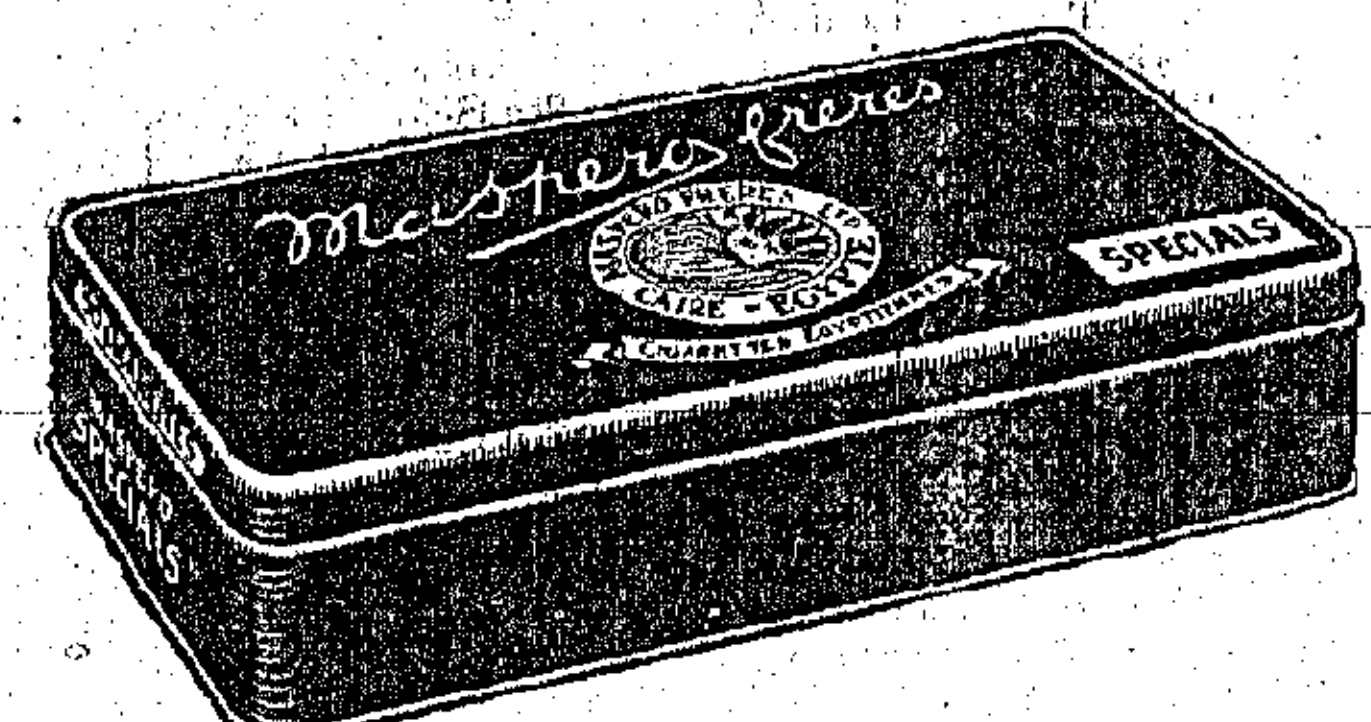
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29

PETER'S, NESTLE'S AND KOHLER'S CHOCOLATES.

COMPETITION NO. 6. (August).

PRIZE ANNOUNCEMENT.

WE have pleasure in announcing the result of the "COUPLET" Competition as advertised during August:—

In our opinion the best collection of COUPLETS has been sent in by one whose nom de plume is "ERO" and a WRIST WATCH has been awarded accordingly.

Prizes of Chocolate have also been awarded to the following:

"FIRST ATTEMPT."
"LOUT."
"X. Y. Z."
"CHIRPA."
"AMOR."

[34-2]

AMSTEL PILSENER BEER

SPECIALLY PASTEURISED FOR USE IN TROPICAL CLIMATES.

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TELEPHONE No. 135.

[42-2]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE.

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 to 1909;

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

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